A1 Sub B2

at least one sensor mounted on one of said tracks for generating a signal representative of said occupant weight force.

A2

4. (Amended) A system according to claim 3 wherein said first track includes a forward end and a rearward end with a central track portion extending between said ends, said forward and rearward ends being mounted to the vehicle structure such that said central track portion remains unsupported to form a gap between the vehicle structure and the central track portion.

5. (Amended) A system according to claim 4 wherein said at least one sensor is positioned along said central track portion.

A3

Sub B3

7. (Amended) A system according to claim 6 including a third track mounted to the vehicle structure, a fourth track supported for movement relative to said third track and being deflectable in a vertical direction due to an occupant weight force, and a third sensor mounted on one of said third or fourth tracks working with said first and second sensors to generate said signal, said first and second tracks forming an inboard track assembly and said third and fourth tracks forming an outboard track assembly.

A3

8. (Amended) A system for measuring weight of an occupant seated on a vehicle seat comprising:

Sub B3

an inboard track assembly mounted to a vehicle structure;

an outboard track assembly spaced apart from said inboard track assembly and mounted to the vehicle structure;

a first sensor assembly mounted to said inboard track assembly for generating a first signal in response to measuring deflection of said inboard track assembly due to seat occupant weight;

a second sensor assembly mounted to said outboard track assembly for generating a second signal in response to measuring deflection of said outboard track assembly due to seat occupant weight; and

a central processor for determining seat occupant weight based on said first and second signals.

A4

11. (Amended) A system according to claim 10 wherein said track portion with said cross-sectional area that is less than said predetermined cross-sectional area, is located in said central portion.

14. (Amended) A method for determining weight of a seat occupant comprising the steps of:

providing an inboard seat track assembly mounted to a vehicle structure and an outboard seat track assembly spaced apart from the inboard seat track assembly and mounted to the vehicle structure where the inboard and outboard seat track assemblies are defined by a predetermined cross-sectional area and each track assembly has at least one track segment with a cross-sectional area that is less than the predetermined cross-sectional area;

mounting a first sensor assembly in the track segment of the inboard seat track assembly;

mounting a second sensor assembly in the track segment of the outboard seat track assembly;

generating a first signal from the first sensor assembly in response to deflection of the inboard track assembly due to seat occupant weight;

generating a second signal from the second sensor assembly in response to deflection of the outboard track assembly due to seat occupant weight; and

combining the first and second signals to determine seat occupant weight.

15. (Amended) A method according to claim 14 including the step of providing a system controller for controlling deployment of an airbag; generating a seat occupant weight signal based on the combination of the first and second signals; transmitting the seat occupant weight signal to the controller; and controlling a deployment force of the airbag based on the seat occupant weight.

16. (Amended) A method according to claim 14 including the steps of providing the inboard and outboard track assemblies with forward ends and rearward ends interconnected by a center portion and fixing the forward and rearward ends to the vehicle structure such that the center portion of each track assembly remains unsupported.